Section VI - 2009 King Countywide STP/CMAQ Non-Motorized Application

This application is available on the King County Web site at
http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2009KCCtywideComp.aspx

****Please read all of the text in this section before completing this application.****

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2009 STP/CMAQ King Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 7, 2009. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another Countywide project.

14-page limit: You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to peter.heffernan@kingcounty.gov. Please name the file "(Agency): (Project tile)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR –0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-2111, Attn: Peter Heffernan. All applications must be submitted by **5pm May 15th, 2009.**

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

PROJECT DESCRIPTION INFORMATION	
1	**Project Title:** Bicycle Locker Expansion and Operational Improvements at Park and Ride Lots, Sounder and Link Stations *(For roadway project titles: list facility name, limits and any other identifying words; e.g., SR-520 HOV (104th Ave NE to 124th Ave NE)*
2	**Sponsoring Agency:** King County Also identify any co-sponsor(s): Sound Transit

3	**Project Contact Person:** Peter Heffernan –King County, Lisa Wolterink – Sound Transit Address: 201 South Jackson Street Seattle Wa. 98104 -- 401 S Jackson, Union Station, Seattle, WA 98104 Phone: 206-684-1812 206-689-3359 Fax: 206-684-211 206-398-5223 E-Mail: peter.heffernan@kingcounty.gov lisa.wolterink@soundtransit.org
4	**Project description.** Please distinguish between the scope of the project and the justification and/or need for the project. a. **Project scope:** Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used. The proposed project will 1) Add 147 new secure bicycle parking spaces at the five light rail and commuter rail stations in King County (Tukwila Station, Kent Station, Auburn Station, Columbia City Station, Othello Station and Rainier Beach Station). 2) Replacing 100 existing bicycle lockers with new upgraded equipment that will the use a new electronic access system that will enable King County Metro to manage its bicycle locker program more efficiently, creating additional bicycle locker capacity and maximize usage. The new electronic system will include web setup and hosting, and a maintenance/support package for three years. The upgraded lockers will be located throughout King County including at Northgate Transit Center, Greenlake P&R, Redmond Transit Center, Renton Transit Center, Federal Way P&R, Kenmore P&R, and Montlake Flyer Stop. The specific outcomes of this project will include: 1) 147 new bicycle lockers 2) 100 new bicycle lockers that will use a new electronic access system 3) Increased utilization rate of bicycle lockers 4) Implementation of a new, dynamic operating system b. **Project justification, need or purpose:** Please explain the intent, need or purpose of this project. What is the goal or desired outcome? The purpose of this project is to increase the number of bike lockers available for use in King County at light rail, commuter rail and park and ride facilities. Currently Metro and Sound Transit have a total of 273 bicycle lockers at transit facilities, a combination of park-and-rides, commuter rail stations, transit centers and flyer stops. There is high demand for these lockers and a wait list for people requesting lockers has been created for several locations including the soon to be open light rail stations. There is a limit on the number of bicycles that can put on a bus bike rack or in light rail or commuter rail car. Given that most of the buses, and Sounder trains are full with passengers (some trains are so full, there are passengers standing) during peak periods, there is little room to stand and hold a bicycle without blocking exits.

This shortage of bicycle amenities at stations, park and rides and other transit facilities has resulted in Metro receiving requests for additional lockers at its facilities from the Bicycle Alliance of Washington and Sound Transit's external stakeholder committee, the *Bicycle Advisory Group* recommending that additional secured bicycle parking be added at Sounder stations and light rail stations in the Rainer Valley to meet the increase demand.

Also, the existing bike locker program is key-based system, with no fee other than a one-time refundable key deposit. Cyclists sign a rental agreement and may keep the locker for as long as they want, but must renew annually. Currently most cyclists do not use their lockers every day; their lockers go unused on days they don't ride. Although there is an average locker rental rate of over 90% during peak months (and 100% at the most popular sites), with wait lists at half to two-thirds of the locker locations, spot checks have revealed that only about 25 – 50% of the lockers are used on a daily basis. Yet there is currently no way for a locker to be shared by cyclists who commute on different days of the week. By changing to an on demand locker system, that can be accessed by a smart card or by cell phone would allow cyclists to use any available locker in the system when they need it, rather than reserving one particular locker for a year and increase the usage of the bicycle lockers.

5 **Project Location:** Multiple Park and Ride, transit centers , Light rail and commuter rail stations in King County (Tukwila Station, Kent Station, Auburn Station, Columbia City Station, Othello Station and Rainier Beach Station, Northgate Transit Center, Greenlake P&R, Redmond Transit Center, Renton Transit Center, Federal Way P&R, Kenmore P&R, and Montlake Flyer Stop)

Answer the following questions if applicable:

b. Crossroad/landmark nearest to beginning of project:
(Identify landmark if no crossroad)

c. Crossroad/landmark nearest to end of project:
(Identify landmark if no crossroad)

6 **Map:** Include an 8½" x 11" legible vicinity map (if applicable) with completed application form.
If unable to send map electronically, provide separately by fax or mail.

7 **Federal Functional Classification Code** *(Select only one)* *Assistance in determining the functional classification of a project is available by calling Stephanie Rossi at 206-971-3054..*

Rural Functional Classifications ("under 5,000 population") (Outside the federal-aid urbanized and federal-aid urban areas)	Urban Functional Classifications ("over 5,000 population") (Inside the federal-aid urbanized and federal-aid urban areas)
☐ **00** Exception	☒ **00** Exception
☐ **01** Principal Arterial - Interstate	☐ **11** Principal Arterial – Interstate
☐ **02** Principal Arterial	☐ **12** Principal Arterial – Expressway
☐ **06** Minor Arterial	☐ **14** Principal Arterial
☐ **07** Major Collector	☐ **16** Minor Arterial
☐ **08** Minor Collector	☐ **17** Collector

- ☐ **09** Local Access
- ☐ **21** Proposed Principal Arterial – Interstate
- ☐ **22** Proposed Principal Arterial
- ☐ **26** Proposed Minor Arterial
- ☐ **27** Proposed Major Collector
- ☐ **28** Proposed Minor Collector
- ☐ **29** Proposed Local Access

- ☐ **19** Local Access
- ☐ **31** Proposed Principal Arterial – Interstate
- ☐ **32** Proposed Principal Arterial – Expressway
- ☐ **34** Proposed Principal Arterial
- ☐ **36** Proposed Minor Arterial
- ☐ **37** Proposed Collector
- ☐ **39** Proposed Local Access

NOTE: ***Federally Funded Projects.*** *A roadway must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects which are on a roadway with a functional classification of 09, 19, 29 or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".*

Examples of Exceptions:

- *Any bicycle and/or pedestrian project.*
- *Projects not on a roadway and using CMAQ or other funds*
- *Any transit project, including equipment purchase and park-and-ride lot projects.*

PROJECT EVALUATION INFORMATION

IMPORTANT INSTRUCTIONS: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to "Countywide Non-Motorized Project Evaluation Criteria" included in the 2006 King Countywide Call for Projects for information on how the projects will be evaluated.

- **Part 1:** Choose one of the two project categories that best fits your proposed project and complete Section A or B
- **Part 2:** Complete all Sections c through F

PROJECT EVALUATION: PART 1

Choose which of the two Centers categories your project falls under:

☒ Project is located within a Center

> *NOTE: Complete Section A, then proceed to Sections C through F in Part 2*

☐ Connecting Corridors

> *NOTE: Complete Section B, then proceed to Sections C through F in Part 2*

SECTION A: CENTERS

Complete this section if your project is a "Centers" project, then proceed to Part 2.

Please explain how your project addresses the following:

How will the project help the Center to develop in a manner consistent with adopted policies or comprehensive plans? Describe how the project will support increased activity in the Center, implement any development plans for the center, and enhance the Center's sense of place. Please provide a citation and copy of the appropriate pages(s) from the plan or policies.

This project is located in formally designated regional growth centers: (Duwamish, Tukwila, Kent, Auburn, Northgate, Renton, Redmond, Federal Way, and the University District) and three local centers in Seattle. The project helps these centers develop consistently with adopted policies or comprehensive plans. It will support non-motorized mobility options in centers by providing more cyclists the option of cycling to the nearest park-and-ride lot or transit center, where they would be able to store a bicycle in a secure locker and ride the bus the rest of the way to their destination. It will also increase activity levels in these centers, implement development plans and enhance the centers sense of place.

The Bicycle locker expansion is identified in *Sound Transit 2: A Mass Transit Guide*, page 6. The bicycle locker expansion project is listed in the Sound Transit *Preliminary Bicycle Parking Plan.* It will also increase activity levels in these centers, implement development plans and enhance the centers sense of place. Additionally the City of Seattle development and neighborhood plans are very supportive of accessing light rail transit service by biking and walking, reducing auto trips and encouraging alternative modes of travel to and from urban centers. The City of Seattle's urban centers are zoned for the type of mixed use and land use densities supportive of transit-oriented development. Additionally, high capacity transit is specifically noted as supporting increased housing and employment densities in centers.

The proposed project is consistent with the following plans:
The City of Seattle's Comprehensive Plan "Toward a Sustainable Seattle"(January 2005, updated 2008)
"TG3 Promote safe and convenient bicycle and pedestrian access throughout the transportation system."
"T31 Integrate pedestrian and bicycle facilities, services, and programs into City and regional transportation and transit systems. Encourage transit providers, the Washington State Ferry System, and others to provide safe and convenient pedestrian and bicycle access to and onto transit systems, covered and secure bicycle storage at stations, and especially for persons with disabilities and special needs."
Seattle Light Rail Station Area Planning (1997-2001) For four years, the City of Seattle engaged in station area planning efforts in partnership with Sound Transit's light rail project to build upon the neighborhood plans, analyze markets for station area development and establish a framework for action.
Station Area Concept-Level Recommendations. Seattle City Council adopted Station Area Concept-Level Recommendation packages in 2000, which contained a Citywide vision for light rail in Seattle, as well as individual station vision statements, sketches, maps, and policy tools.
Station Area Overlay District and Rezones. The Station Area Planning recommendations included land use code changes and rezones around individual stations that were adopted in 2001.
The Rainier Beach Neighborhood 2014 Plan and The Greater Columbia City Neighborhood Plan recommend investments for bicycle capacity improvements and transit connections.

The City of Tukwila's Comprehensive Plan includes objectives for locating rail stations and for multi-modal transfer areas for buses, autos, pedestrians and bicyclists. The Manufacturing/Industrial Center section of the Comprehensive Plan states that "Regional proposals for commuter rail and local rapid rail systems that include service to and through Tukwila could also provide travel alternatives for area employees and regional travelers." (Tukwila Comprehensive Plan). The cities of Tukwila and Renton have been planning increased Transit Oriented Development (TOD) in the Tukwila Station area.

Auburn Station - The City of Auburn's Comprehensive Plan (pages 3-5, 3-8) The Sound Transit commuter rail station and transit hub have created demand for new mixed-use development, including retail and living spaces.

The City is committed to focusing new commercial and residential development within walking distance of the transit hub. (Chapter 3. Non-Motorized Transportation, page 3-5) The plan also states " Bike parking facilities are classified by length of use: long term, medium term, and short term. The longer bikes are to be stored, the more durable the facility's design must be." (Chapter 3. Non-Motorized Transportation Page 3-8)

Kent Station- The City of Kent's Comprehensive Plan-Nonmotorized Transporatation Study, Policy 2.4 Bicycle Parking at Transit and Intermodal Facilities (page 69), "The City will encourage the installation of public bicycle parking facilities at park and ride facilities, transit stations, bus terminals, and other inter-modal facilities, and continuation of bicycle racks on all public transit vehicles."

Describe the impact the project will have on the Center. Will the project remedy an existing or anticipated problem (e.g., congestion, incomplete sidewalk system, inadequate transit service or facilities, etc.), or benefit a large number or wide variety of users?

This project supports multiple centers and remedies an existing and anticipated problem – increased demand for secured bicycle parking facilities in King County at park and rides, commuter rail stations, light rail stations and other transit facilities. At several locations, the availability of secure bicycle lockers is insufficient to meet existing or expected demand. Currently, there are waiting lists for bicycle lockers, even at light rail stations not yet in operation. This project will benefit a wider variety of users, including those who want to access a transit facility by bike on a spontaneous basis, not just those who do this on a regular basis. The project would serve commuters, students, those running errands or getting to doctor appointments by bicycle, and those using bikes for recreation and leisure trips. Lockers would be available for weekend users, not just for commuters getting to work during the week. By allowing for greater flexibility in trip-making, on-demand lockers serve the needs of centers more effectively.

Additionally the Regional transit station areas have high concentrations of population, jobs and households (see table below). The proposed project encourages bicycle access to regional commuter rail and light rail facilities, helping to reduce demand for auto parking.

Jurisdiction	Population	Jobs	Households	Commercial/Activity areas
Auburn	48,896	39,681	20,337	Auburn CBD
Kent	46,794	55,485	20,523	Kent CBD, Kent Performing Arts Center, Regional Justice Center
Tukwila	13,871	48,996	6,968	Boeing Longacres
Columbia City	NA			Columbia City Library, Farmers Market, Columbia City Theater, Columbia City Cinema.
Othello	NA			King Plaza, shopping, social services
Rainier Beach	NA			Three public schools, Rainier Beach Community Center and library
Total	**109,561**	**144,162**	**47,828**	

Year 2000 data from 1998 Population and Employment Working Forecasts (PSRC, 12/1998)

Will the project provide access to a major destination or significantly improve circulation within the Center? For projects with a parking component, describe how it will be compatible with a pedestrian-oriented environment.

The additional 147 lockers and change to how the 100 lockers are managed will significantly improve access and circulation within the centers. It will provide access to major destinations by allowing more people to combine bike and bus as a means to get where they need to go.

This project has connections to the Chief Sealth Trail System, part of the city of Seattle's Urban Trails System and the PSRC's Regional Nonmotorized Network. Within the Columbia City station area there are three public schools, a neighborhood service center, a library, and Rainier Playfield. The Veterans Affairs Medical Center and Jefferson Park Golf Course are also within close proximity of the station. The Rainier Beach Station area has three public schools, the Rainier Beach Community Center and branch library, and a fire station located within the area. These stations are located in an area that continually provides King County Metro with the highest bus ridership numbers in the system (Source: Columbia City / Hillman City Neighborhood Plan). There are a significant number of activities around the station areas. Link light rail service will the area's accessibility and this proposed project will make further improvements by providing secure bicycle parking at stations. This project encourages nonmotorized access to local and regional transit.

SECTION B: CONNECTING CORRIDORS

Complete this section if your project is a "Connecting Corridors" project, then proceed to Part 2.

Please explain how your project addresses the following:

- Describe how the investment in the corridor improves access or directly benefits a center(s) by providing a range of travel modes and by serving multiple user groups.
- Describe how the project improves a corridor in logical segments, thereby preventing the creating of missing links or gaps.
- Describe how the project creates more effective and efficient travel flows along the corridor by filling missing links or removing barriers.
- Describe how the improvements create long-term sustainable solutions and improve the system as a whole.

PROJECT EVALUATION: PART 2

SECTION C: PROJECT READINESS

Once Section A or B in Part 1 has been completed, complete all of Part 2, Sections C through F.

Introduction: **Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness and financial plan sections below. The primary objective of the evaluation is to determine if a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:**

- When the sponsor can complete all prerequisites needed to obligate the project's requested funding.
- When the sponsor plans to obligate requested funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- If the federal funds will complete the project or a phase of the project.

Note: The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions can be found at http://www.psrc.org/projects/tip/selection/2006/CallMaterials/Secured%20funding%20def%202006.pdf

Project Readiness: **Please fill out the questions below if your project is requesting funds for a Right of Way (ROW) and/or Construction (CN) phase. Projects requesting funds for a Preliminary Engineering phase need not answer question in Section C: Project Readiness.**

It is recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify these requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

Important instructions: For question A below, select one of the three options from the drop down list for all items that apply at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question B, including the estimated schedule for completion.

A. Check all items that apply below. Note: if no ROW is required for the project, select "not needed" for sections b through g.

Not needed a. Final FHWA or FTA approval of environmental documents including:

Not needed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Not needed - Section 106 Concurrence.

Not needed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Not needed b. True Cost Estimate for Right of Way.

Not needed c. Right of Way Plans (stamped).

Not needed d. Relocation Plan (if applicable).

Not needed e. Right of way certification.

Not needed f. Certification Audit by WSDOT R/W Analyst.

Not needed g. Relocation Certification, if applicable.

Not needed - Certification Audit by WSDOT of Relocation Process, if applicable.

Already completed h. Engineer's Estimate.

Not needed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

B. Additional information: include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.

This project is straightforward and only involves procuring equipment (bicycle lockers) and software. The project is exempt from NEPA and the funds requested can be obligated immediately.

Section D: Financial Plan

Financial plan: Please fill out Tables A-D below and corresponding questions E-F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the federal funds being requested from the Countywide Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured funds (Table C) needed to complete the project.

Guidelines:

All requested information must be provided to earn maximum points.

Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.

Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.

Funding commitment letters must be provided for all financial partners.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

Table A: Funding Requested from Non-Motorized Program

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	Federal Funding Source	Federal Funds Amount
Design	1-1-10	CMAQ	110,000
Equipment/Installation	6-1-10	CMAQ	633,841
Evaluation	4-1-11	CMAQ	20,000
		Totals:	$736,841

Table B: Existing Secured Funding

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
Design	1-1-10	Local	14,850
Equipment/Installation	6-1-10	Local	85,569
Evaluation	4-1-11	Local	2,700
		TOTAL:	103,119

*For tables B or C "obligation" may be defined as expenditure or other commitment of funds

Table C: Needed future funding (unsecured) Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
Not Applicable			$
		TOTAL:	$

*For tables B or C "obligation" may be defined as expenditure or other commitment of funds

Table D: Total Project Cost (Please provide the total estimated cost and scheduled completed date for each phase of the project.)

Phase	Total estimated cost	Phase	Scheduled completion date (mm/dd/yy)
Planning:	$ 0	Planning:	
Preliminary Engineering/Design:	$	Preliminary Engineering/Design:	
Right of Way:	$	Right of Way:	
Construction:	$	Construction:	
Other (Purchase Bicycle Lockers):	$385,943	Other (specify) :	12/31/2010
Total Project Cost:	$385,943	Estimated date of completion (i.e. open for use)	12/31/2010

E. Identify the project phases (PE, ROW, CN, etc.) that will be <u>fully completed</u> if requested funding is obtained and status of current phases (i.e. PE at 30%):

The entire project will be completed if the requested is obtained.

F. If unable to completely fill out Table D (Total Project Cost): Use the space below to explain the nature of any project for which the total project cost is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete

SECTION E: JOINT OPPORTUNITIES

Please explain how your project addresses the following:

- What other private and/or publicly funded project(s) will receive a benefit from this project? Describe the other project(s) and its relationship to your agency's project. Be specific. (*E.g., If funds are committed to another project, describe the commitment, including the amount. Describe any conditions associated with the commitment, including timing. If the commitment or partnership is non-financial, so indicate.*) In your answer, summarize relevant letters and/or documents describing commitments and key points. Include dates. Do not attach copies of these letters or documents.
- Will an opportunity be lost if the project does not receive funds through this project competition? Describe and explain the consequences.

This project is a joint project between Sound Transit and King County Metro. Without this funding given the current drop in sales tax revenue it is unlikely that either agency will be able to acquire the additional equipment or change the management of the bicycle lockers as requested in this proposal.

SECTION F: PLANNING

Please explain how your project addresses the following:

- Describe the planning process through which this project has been developed.
- Describe how the project is consistent with a local jurisdiction's adopted comprehensive plan, local plan, transit plan, etc. IMPORTANT: Provide specific citations and a copy of the appropriate pages and include dates of adoption.
- Describe how the project is consistent with Destination 2030 (adopted May 2001). Refer to the PSRC website (www.psrc.org) for a list of Destination 2030 policies.

- **Planning Process:** Metro's Six Year Plan for Public Transportation went through an extensive public involvement process when it was first developed. This project supports the Six Year Plan goals and objectives. In addition, this project is an attempt to respond to requests that have come in to Metro through The Bicycle Alliance of Washington, which manages Metro's bike locker program under contract to Metro. The Bicycle Alliance has for the past 5 – 7 years advocated for bike locker pricing and an on-demand system so that we can serve more users and avoid having locker renters abuse the program by hanging onto keys when not using their lockers.

  As implementation of the *Sound Move* plan occurred and Link Light Rail and Sounder Commuter Rail stations were planned and designed, no data was available to predict needed bicycle storage facilities. Instead, installation of bicycle racks and secure storage facilities at new stations was based on estimates of potential bicycle ridership and demand. In April 2009, Sound Transit inventoried the bicycle storage facilities at Link light rail and South Sounder commuter rail stations. In several locations the availability of secure bicycle lockers is insufficient based on current demand (evidenced by locker waiting lists) or the demand expected to accompany new or expanded transit service.

  Sound Transit's *Bicycle Advisory Group* provided input and advice on bicycling issues and policy around Sound Transit facilities. One of the Bicycle Advisory Groups recommendations is to increase the secured bicycle parking at Sounder stations and light rail stations in the Rainer Valley.

- ***Consistency with Local Jurisdiction Plans***

  Project supports the following :

  Metro Transit Division Mission, Goals and Objectives: Goal 1, Objective 1: *Study and evaluate methods to encourage more bicycle use and integration of multi-modal transportation choices with the bus system.*

  King County Metro's Six Year Transit Development Plan (September, 2002): Mobility 7. Improve access for pedestrians (including persons with disabilities) and bicyclists as well as the waiting environment at transit facilities with the highest use.

  Sound Transit Motion No. M-2009-36 (Sound Transit Bicycle Policy Update): Adopted by the Sound Transit Board on April 23, 2009

  Sound Transit – project is identified/consistent with Sound Move (page 24) approved by the voters on 11/5/1996 and in *Sound Transit 2* (page 6) approved by voters in November 2008.

  City of Redmond Comp Plan: Supports Goal TR13 (p. 7)

  City of Renton: Supports Goal 4 of the Renton Trails & Bicycle Master Plan (August 2008)

  City of Tukwila: Supports City's Non-Motorized Plan (January, 2009), Multimodal Connections, pp. 4 and 18

  City of Federal Way Comp Plan (Revised 2003) Chapter 3: Transportation, p. III-55 "Transit agencies should also be encouraged to provide bicycle parking, security, and a means of transporting bicycles so they can be used at trip destinations."

  City of Seattle Comp Plan (January, 2003): Grant proposal supports Goal TG3, 4, 5, 6, 10, 17 and 36 and T45, T46

  The project supports the City of Seattle's Comprehensive Plan "Toward a Sustainable Seattle" (originally adopted in 1994)

  Seattle's Neighborhood Plans and Light Rail Station Area Planning - Neighborhood plans have been developed for the light rail station areas – including pedestrian and bicycle facilites.

Destination 2030 - "The 10-year investment program consists of filling gaps that have been identified in the existing nonmotorized network, creating safe bicycle and pedestrian connections within, to and between the most developed designated urban centers, creating safe access to Sound Transit's existing and planned high capacity transit station areas, and building projects with the highest level of local commitment." Source: Destination 2030, Chapter 5. Implementation Guidance and Actions, page 43, PSRC
Specific policies that support the project:

- RT-8.33 Develop a regionally coordinated network of facilities for pedestrians and bicycles which provides effective local mobility, accessibility to transit and ferry services and connections to and between centers.
- RG-1.9 Encourage growth in compact, well-defined urban centers which: (1) enable residents to live near jobs and urban activities; (2) help strengthen existing communities; and (3) promote bicycling, walking and transit use through sufficient density and mix of land uses. Connect and serve urban centers by a fast and

convenient regional transit system. Provide service between centers and nearby areas by an efficient, transit-oriented, multi-modal transportation system.

SECTION G: AIR QUALITY

NOTE: While project sponsors are not requested to provide detailed quantitative analyses at this time, those projects that are selected for CMAQ funds will be asked to assist staff in quantifying the benefits of their projects prior to TIP submittal.

Describe how your project will reduce emissions. Include discussion of the population served by the project – who will benefit, where and over what time period. Be as specific as possible and include examples. Answers will vary depending on the type of project, for example:

- Describe how your project will reduce VMT, either by eliminating or shortening vehicle trips;
- Describe how your project will result in a mode shift from SOVs to transit, carpool or nonmotorized;
- Describe how your project will result in an increase in transit ridership, either through new transit service or greater accessibility to transit;
- Describe how your project will improve the flow of traffic and reduce the amount of idling vehicles - how will this project relieve an existing problem;
- Describe how your project will reduce emissions through alternative fuels or vehicles.
- Describe how your project will reduce VMT, either by eliminating or shortening vehicle trips;

The project will reduce VMT by: Adding 147 new secure bicycle parking spaces at six light rail and commuter rail stations in King County (Tukwila Station, Kent Station, Auburn Station, Columbia City Station, Othello Station and Rainier Beach Station). It is assumed that as transit service increases, these additional bicycle parking spaces will become full – generating an estimate of 294 reduced trips per day (147 x 2 for a round trip) Trip Reduction Calculations: 147 bicycle parking spaces x 2 (for a round trip) = **294 trips reduced**

For VMT reduction, ST assumes that people are bicycling 1 – 3 miles to the station. This calculates to **a range of 294-882 VMT reduced per day.** Calculations: 294 trips x 1 mile average trip length = 294 VMT reduced per day, 294 trips x 3 mile average trip length = 882 VMT reduced per day

Retrofitting 100 bicycle locker spaces at Metro transit facilities for on-demand use would result in approximately 62,438 vehicle miles saved per year. Surveys of bicycle renters conducted by King County Metro in 2002 indicated that the average one-way distance for bicycling to a park-and-ride lot is five miles. Assuming 75% of the on-demand lockers are used at any one time, this is 75 users per day x 10 miles (750 miles). Using an estimate of 250 weekdays per year x 2/3 (cycling season is 8 months of the year), this comes to 124,875 miles per year. If 50% of the cyclists previously drove, this would be 62,437.5 miles reduced. This equates to an emissions reduction of 54,076 pounds of C02 per year (based on an auto fuel economy of 22.4 miles per gallon).

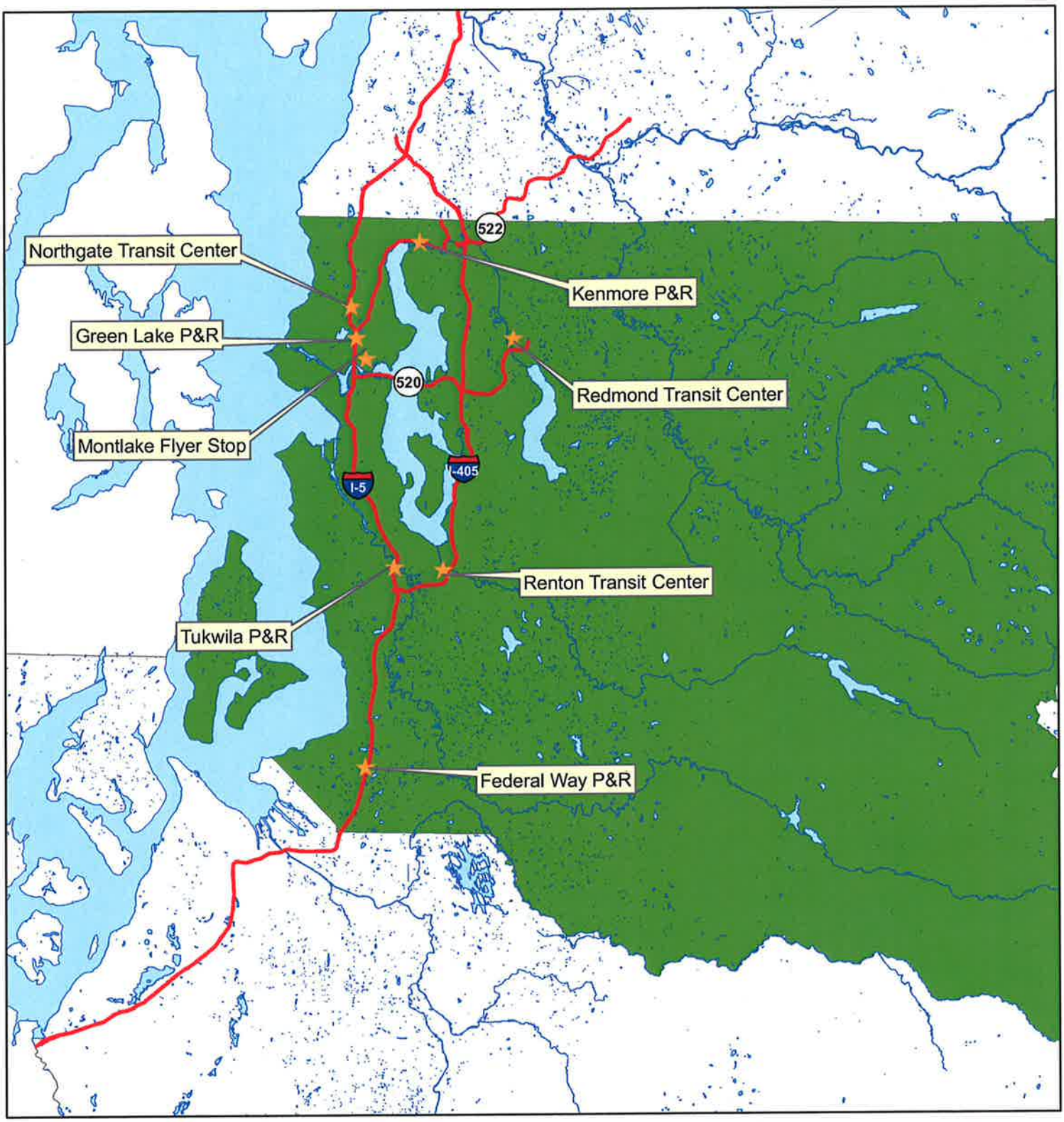
Describe how your project will result in a mode shift from SOVs to transit, carpool or nonmotorized; Those who currently drive to a park-and-ride lot or transit center would have a better chance of being able to get a bicycle locker at these facilities. If people can come up on any particular day and access any locker that might be available, they may be more enticed to try commuting by bike, rather than drive, if they feel they do not need to make a long-term commitment to a locker. This could be a more attractive option for new commuters who are trying out the idea of bike commuting for the first time.

Describe how your project will result in an increase in transit ridership, either through new transit service or greater accessibility to transit; Cycling to a transit facility becomes a more attractive option under this grant proposal. Those who would not normally take the bus from their neighborhood to access the transit center or park-and-ride because of

infrequent headways may find cycling to be a more practical option because they can determine their own schedule and have more choices at the transit hub. If cycling amenities are not available, however, these commuters might end up driving all the way to their destination or trying to take their bike on the bus, which also involves capacity issues.

Describe how your project will improve the flow of traffic and reduce the amount of idling vehicles - how will this project relieve an existing problem; If people opt to ride a bike to access a transit facility, they would not be driving to the transit facility or all the way to their destination; therefore, they would not be sitting in a car in traffic contributing to congestion and related idling.

Describe how your project will reduce emissions through alternative fuels or vehicles. This proposal would reduce vehicle emissions by replacing drive-alone trips with trips made by a combination of bicycles and transit.



Bicyle Parking Enhancements at King County Transit Facilities

N

0 1.5 3 6 9 12

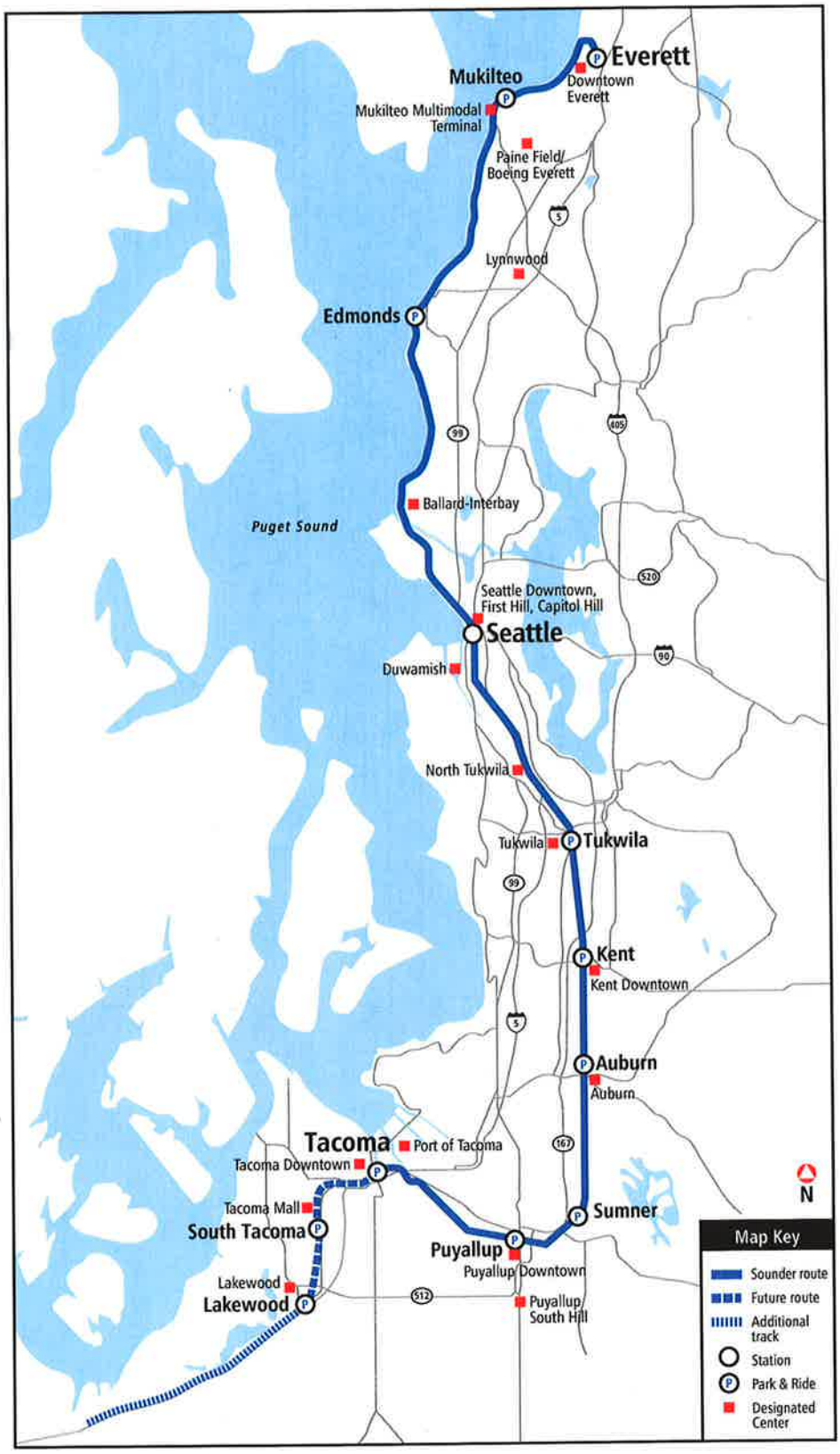
Miles

May 12, 2009

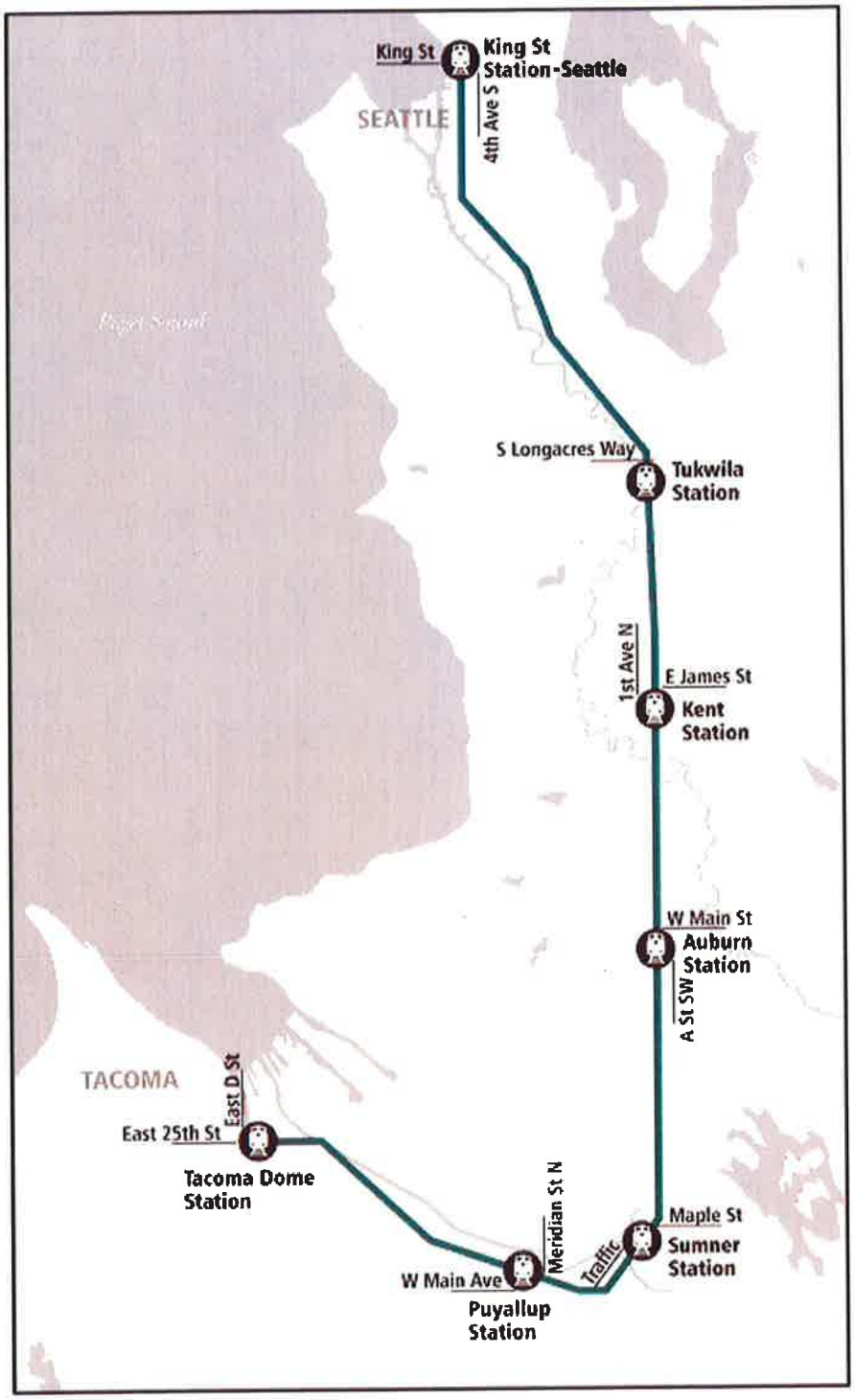
King County

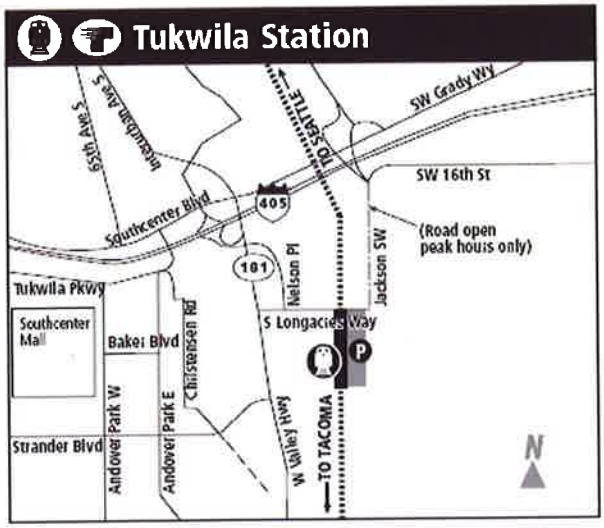
Map produced by King County Department of Transportation, Transit Division, Service Development Section, Market Development Group Wolfem: \Bike locker program.mxd

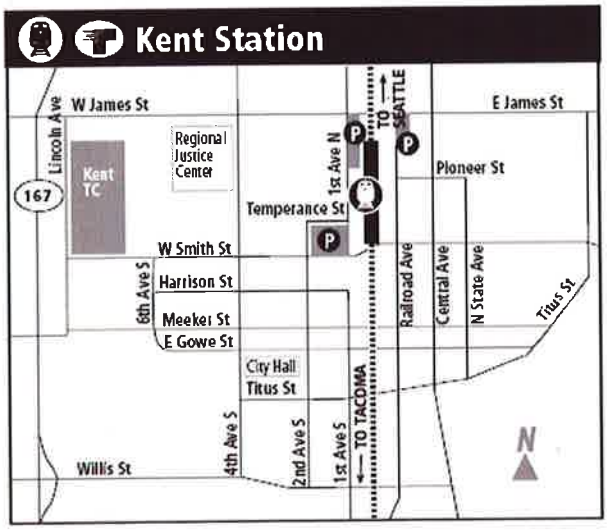
Sounder Commuter Rail Corridor and Designated Centers

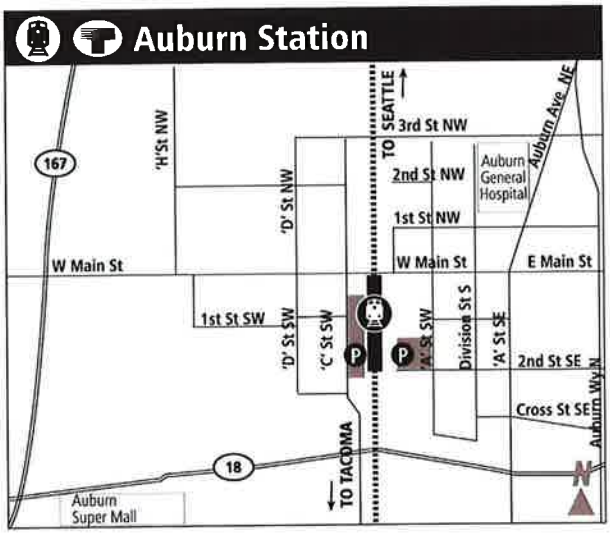


Map of Sounder Commuter Rail Stations: Tukwila, Kent and Auburn

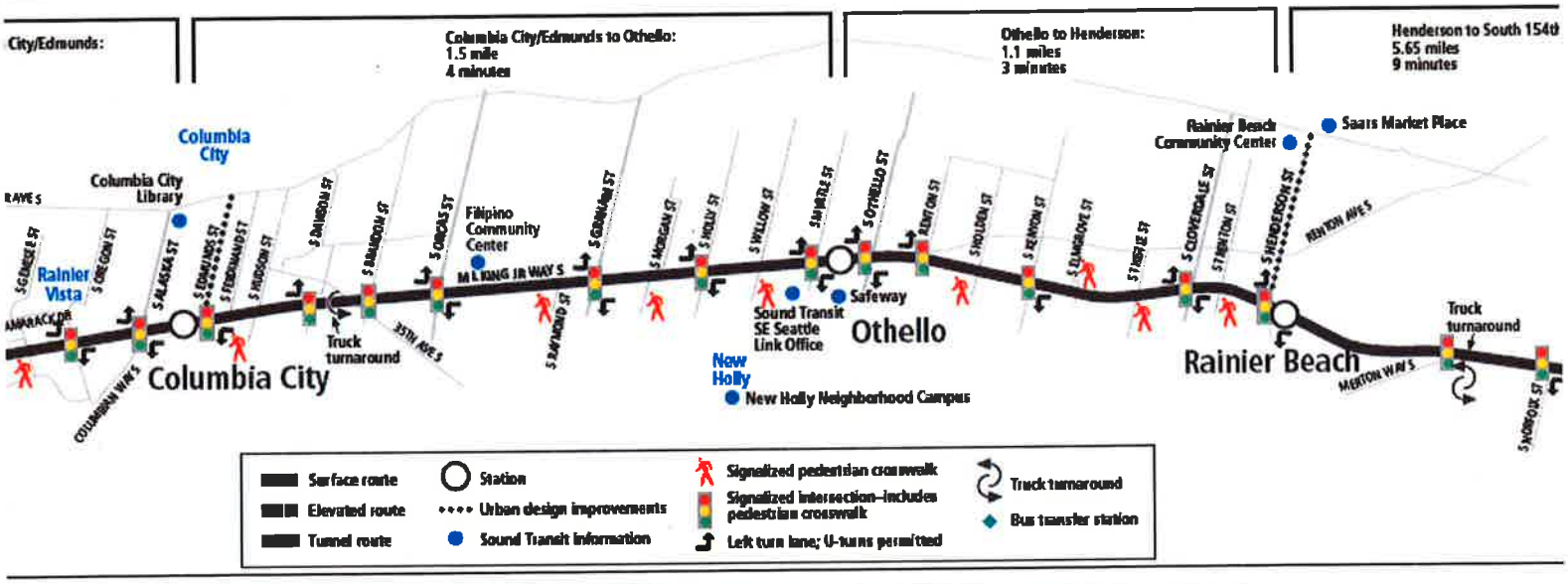


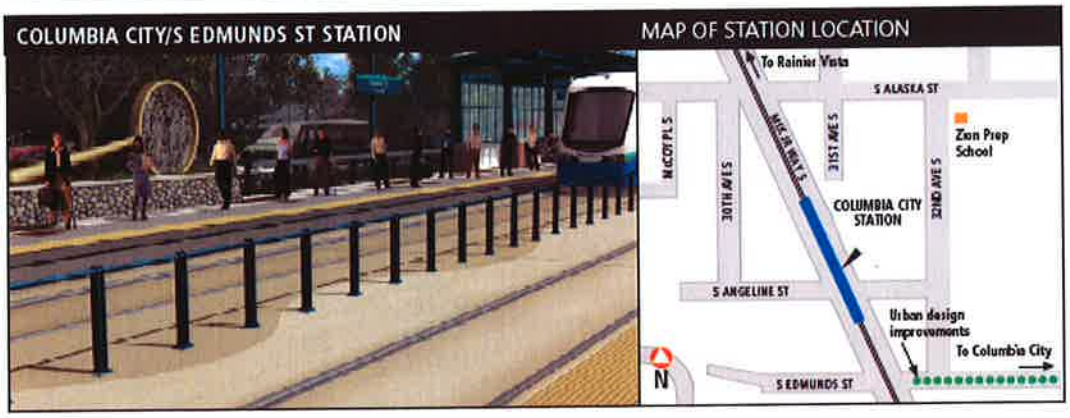


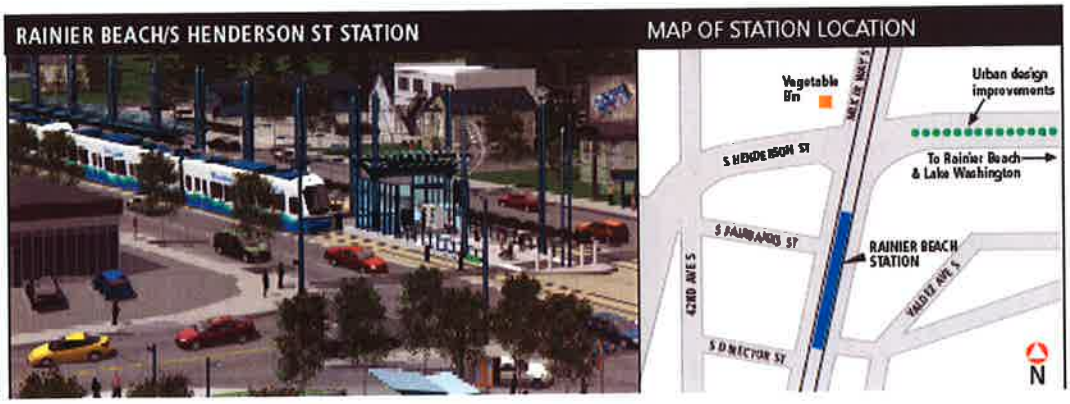




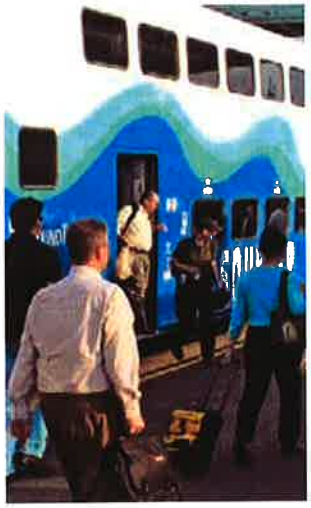
Columbia City, Othello and Rainier Beach Light Rail Stations







Source: Sound Transit 2



In the first half of 2008, ridership on ST Express regional buses and Sounder commuter rail grew by 14 percent and 29 percent respectively over the same period in 2007.

The ST2 Plan

ST2 will substantially expand the regional mass transit system by extending and adding more light rail lines and increasing commuter rail and regional express bus service. This new service will enhance and add high-capacity transit in the region's main travel corridors. The result will be service that cuts through congestion and provides ridership capacity to accommodate the region's needs.

System access

Value from a high-capacity transit system comes from the ability of that system to transport people reliably, rapidly and efficiently. That is only possible when people are able to access the system. Access solutions vary by transit mode and community. In recognition of these varying needs, Sound Transit will, in consultation with its local transit partners and host jurisdictions, conduct access and demand studies for its passenger facilities to evaluate a full range of needs and potential improvements to meet those needs. Improvements may include:

- Pedestrian improvements at or near transit facilities;
- Additional bus/transfer facilities for improving bus connections;
- Expanded parking at or near transit facilities;
- Off-site/satellite parking along existing transit routes that connect to the facility, including transit priority treatments to improve the speed and reliability of those routes;
- Bicycle access and storage at or near transit facilities; and
- New/expanded drop-off areas to encourage ride sharing.

Link light rail extensions

ST2 adds approximately 36 miles of new light rail by extending north from the University of Washington to Northgate and Lynnwood, south from Sea-Tac International Airport to the vicinity of the Redondo/Star Lake area near Federal Way, and east from Seattle to Bellevue and the Overlake Transit Center area of Redmond. Light rail trains will provide service to at least 19 planned new stations up to 20 hours a day and every few minutes during peak commuting periods.

In addition, funding is established in ST2 for further planning, preliminary engineering and environmental review for future light rail extensions. ST2 also includes a strategic right-of-way preservation program to ensure crucial properties can be protected or acquired. This will allow Sound Transit to secure property for future extensions to provide more certainty to affected property owners, and to avoid the complications and additional financial expense of acquiring property that has been recently redeveloped.

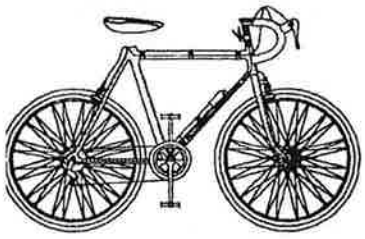
South Corridor

ST2 adds a light rail extension from Sea-Tac International Airport to the Redondo/Star Lake area near Federal Way, with three planned new stations at South 200th Street, the vicinity of Highline Community College (scheduled to open by 2020), and Redondo/Star Lake (scheduled to open by 2023). Funds, in the form of a capital contribution, are also programmed to provide for the expansion of the Tacoma Link light rail system if other public or private entities provide matching funds. Extensions that have been studied and are under consideration are north to the

Goal 13.5 Nonmotorized Transportation

Bicycle and walking capacity for regional Category I and local Category II trips.

Policies



13.5.1 *Implement specific improvements that provide safe bicycle and walking capacity for regional (Category I) and local (Category II) trips.*

13.5.2 *Continue the access street improvement program that provides sidewalks on access streets.*

13.5.3 *Include bicycle improvements in street improvement projects on designated bicycle-friendly streets.*

13.5.4 *Continue to pursue grants to construct pedestrian and non-motorized improvements.*

13.5.5 *Continue to coordinate with adjacent agencies on the development of regional non-motorized transportation improvements.*

13.5.6 *Provide additional sidewalks and foot trails as opportunities and development occur.*

13.5.7 *Pursue converting railroad and other easements to pedestrian and bicycle trails.*

13.5.8 *Require secure bicycle racks in appropriate locations.*

IMPLEMENTATION STRATEGY

- ✦ Adopt a non-motorized transportation plan for the City
- ✦ Pursue connections between existing pedestrian and bicycle facilities
- ✦ Pursue additional pedestrian and bicycle amenities

Goal 13.6 Freight, Rail, Water, and Air Transportation

Geometric capacity for commercial freight transportation located in and serving Tukwila.

Source: City of Seattle Comprehensive Plan

C-2 Increasing Transportation Choices: Bicycling & Walking

discussion

Walking and bicycling can be practical alternatives to driving, especially for short trips. They can also contribute greatly to neighborhood quality and vitality, and help achieve City transportation, environmental, open space, and public health goals. Pedestrian and bicycle improvements to streets, intersections, sidewalks, and other facilities can improve access and safety. Such facilities are particularly important for children, senior citizens, and people with disabilities.

goals

TG15 Increase walking and bicycling to help achieve City transportation, environmental, community and public health goals.

TG16 Create and enhance safe, accessible, attractive and convenient street and trail networks that are desirable for walking and bicycling.

policies

T30 Improve mobility and safe access for walking and bicycling, and create incentives to promote non-motorized travel to employment centers, commercial districts, transit stations, schools and major institutions, and recreational destinations.

T30.5 Look for opportunities to re-establish connections across I-5 by enlarging existing crossings, creating crossing under, or constructing lids over I-5 that can also provide opportunities for development or open space.

T31 Integrate pedestrian and bicycle facilities, services, and programs into City and regional transportation and transit systems. Encourage transit providers, the Washington State Ferry System, and others to provide safe and convenient pedestrian and bicycle access to and onto transit systems, covered and secure bicycle storage at stations, and especially for persons with disabilities and special needs.

T32 Recognize that stairways located within Seattle's public rights-of-way serve as a unique and valuable pedestrian resource in some areas of the City. Discourage the vacation of public rights-of-way occupied by stairways, and protect publicly-owned stairways from private encroachment.

T33 Accelerate the maintenance, development, and improvement of pedestrian facilities, including public stairways. Give special consideration to:

a. access to recommended school walking routes;

b. access to transit, public facilities, social services and community centers;

c. access within and between urban villages for people with disabilities and special needs;

d. areas with a history of pedestrian / motor vehicle crashes and other safety problems; and

e. areas with high levels of growth.

The Pedestrian Master Plan should identify a method for assessing and implementing pedestrian safety and access improvements in high growth areas.

T34 Provide and maintain a direct and comprehensive bicycle network connecting urban centers, urban villages and other key locations. Provide continuous bicycle facilities and work to eliminate system gaps.

Source: City of Kent Comprehensive Plan

standards, the City will require the creation of pathways and connections for bicyclists to schools, neighborhood shopping, and other activity centers.

POLICY 1.5 BICYCLE ROUTES AND SIGNAGE

As resources are available, the City will, in consultation with local bicyclists, review existing and proposed bicycle lanes and other streets, identify preferred routes, and make improvements as necessary to make these routes function better for bicyclists. These routes shall be identified by signage on the routes and shown on updates of the bicycle route map.

Objective No. 2

The City will seek a two-fold increase in the percent modal share for commuter trips made by cyclists by the Year 2025 (from 1.4% to 2.8%) by fostering an environment that eliminates deterrents to bicycling and encourages bicycle use city-wide for all types of trips.

POLICY 2.1 COMPLETE THE MAJOR BICYCLE SYSTEM

Recognizing that a completed system of major bicycle facilities is one of the most important factors in encouraging bicycle travel, the City will work toward annually completing a minimum 5 percent addition to the bicycle system, as designated on the Bicycle Route and Facility System Map, with priority given to projects that fill critical missing links in the bicycle system or address an identified safety hazard.

POLICY 2.2 REQUIRE RELEVANT BICYCLE ACCOMMODATIONS DURING ALL TRANSPORTATION CONSTRUCTION PROJECTS

The City will require each urban street construction project within the city to include consideration of bicyclists in the traffic control plan, including: placement of signs, routing, and lane width. High standards for resurfacing and sweeping will be required of all construction projects in the roadway right-of-way.

POLICY 2.3 CITY CODE REQUIREMENTS FOR BICYCLE PARKING

The Kent City Code will contain bicycle parking supply requirements and standards that require new developments to provide a minimum amount of bicycle parking, based on the needs of the specific zone or land use type.

POLICY 2.4 BICYCLE PARKING AT TRANSIT AND INTER-MODAL FACILITIES

The City will encourage the installation of public bicycle parking facilities at park and ride facilities, transit stations, bus terminals, and other inter-modal facilities, and continuation of bicycle racks on all public transit vehicles.

3.2 Bicycle Travel

Bicycle facilities are an important component of Auburn's transportation and recreational infrastructure. Bicycling provides a clean, non-motorized form of transportation and allows citizens to maintain a healthy lifestyle. It also helps improve traffic congestion and air quality by providing an alternative to driving.

NEEDS ASSESSMENT

EXISTING CONDITIONS

The topography in many parts of Auburn is flat and conducive to cycling for a range of skill levels. Moving away from the valley floor, riding becomes more challenging. Therefore, existing and planned bicycle trails are focused primarily in the flatter areas. Areas along the Green and White Rivers provide recreational opportunities for multi-use trails that support bicyclists, pedestrians and equestrians. The Interurban Trail is part of a major north-south regional trail system. The Green River trail is also an extension of a north-south regional trail. Therefore, Auburn has a good network of existing or planned north-south recreational trails. However, there are few existing cross-town connections.

Recreational and commuter cyclists travel along the Interurban Trail to areas north and south of Auburn. Cyclists also frequently ride along S 277th to the east side of Green River Road, and down along the Green River to 8th Street NE, or down R Street NE to SE Auburn Black Diamond Road. SE Auburn Black Diamond Road and SE Green Valley Road are popular routes for accessing areas east of Auburn. However, these roads are characterized by dangerous cycling conditions and are not suitable for inexperienced cyclists. Also, once in Auburn, there is no clear direction for traveling within and through the City.

Bicycle lanes are extremely limited on city arterials and collectors, making it difficult both for regional and local riders to navigate for any reasonable distance through the City. Limited bicycle storage is also a hindrance to cyclists. Figure 3-2 identifies existing trails and bike lanes in the City.

BICYCLE FACILITY CLASSIFICATION

The American Association of State Highway Transportation Officials (AASHTO) has developed classifications for bicycle facilities and parking. Bicycle classification is based on the design and exclusiveness of use.

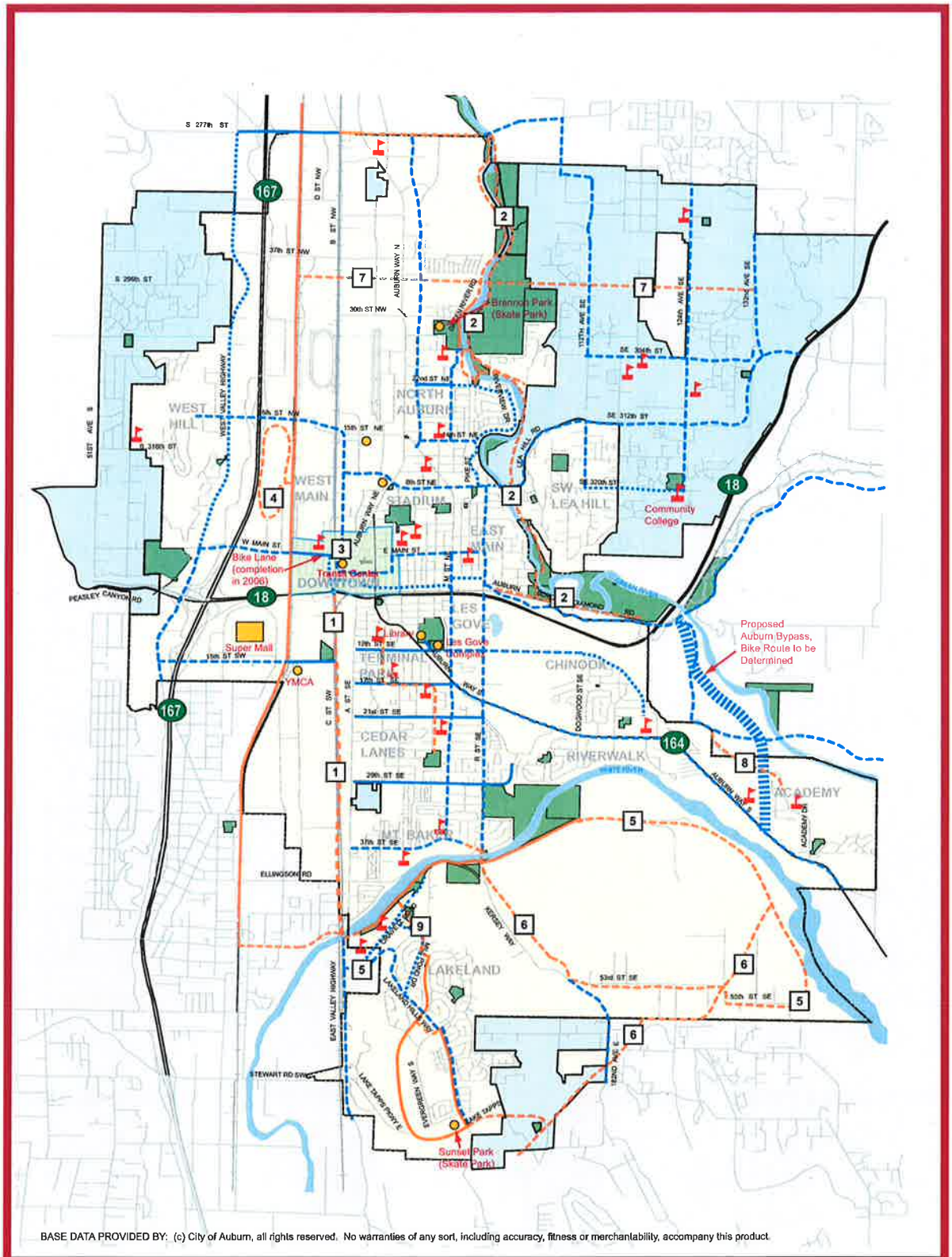
Class I multi-use trails that allow bicycles include the Interurban, White River, and Green River Trails. Class II bicycle lanes are located at:

- S 277th Street, between the West Valley Hwy and B Street NW;
- 22nd Street NE between I and M Streets NE;
- 12th and 17th Street SE between A Street SE and Auburn Way;
- S 21st Street SE between A Street SE and R Street SE; and
- 29th Street SE/Riverwalk Drive SE between A Street SE and 28th Street SE.

Bike parking facilities are classified by length of use: long term, medium term, and short term. The longer bikes are to be stored, the more durable the facility's design must be.

Bike storage facilities are located at only a few locations throughout the City. These include the transit center, which provides 12 bike rack spaces and eight spots in the lockers.

Table 3-2 lists existing bicycle facilities; Figure 3-2 identifies facility locations.



LEGEND

- Auburn City Limits
- Potential Annexation Area
- Existing Multi Use Trails
- Proposed Trail
- Existing Bike Lanes
- Proposed Bike Lanes
- Proposed Bike Routes
- Schools
- Parks
- Trip Generator

N

Miles
0 0.5 1

FUTURE TRAIL AND BICYCLE NETWORK

Figure 3-3

* Refer to Table 3-4 for descriptions of proposed trails.